



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

## **-- Warning Notice --**

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

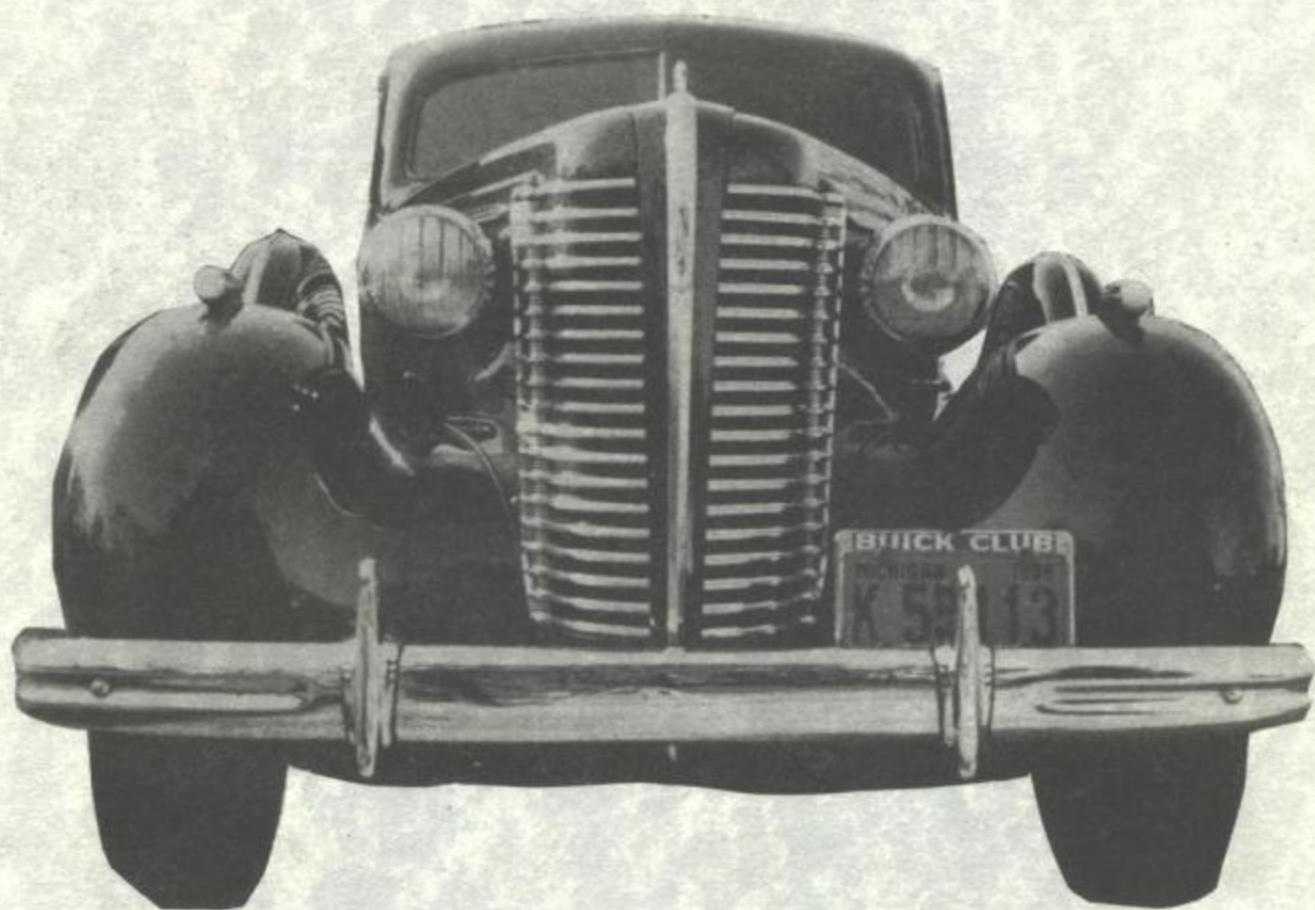
## **-- Copyright Notice --**

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

# THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume IV • Number 6



# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. IV • April 1986 • NO. 6

## No Foolin'

I guess I must have exhausted my repertory of foolishness last month, so there will be no long-winded monologue in this issue. I ~~assure~~ <sup>assume</sup> you, however, that the exhaustion is temporary only. I will not even urge on you again that I sorely need technical material and photos. Nor will I tell you that no one, not one cotton-pickin' member, responded to my request for fender well and sidemount cover dimensions for 40-series cars, printed a few issues back. Phooey on all of you!

Instead, I will say that most of this issue was done on a Xerox office typewriter demonstrator that we tried out. I think it looks terrific. We have ordered one, and I hope it arrives in time for the next issue. If it doesn't -- well, you'll still be able to read the stuff. Those of you who get beyond the pictures and the ads, anyway.



### COVER CARS

Our cover cars for this issue are two 1938 Century four-door touring sedans. On the front, the formidable nose of John Mullenix's "Old Bessie" and on the back, Paul Culp rolls through the Pennsylvania countryside. See the following pages for more about them.

● **FOUNDED BY DAVE LEWIS** ●

● **William E. Olson, Editor** ●

● **842 Mission Hills Lane, Worthington, Ohio 43085** ●



# TALES FROM BUCKS COUNTY:



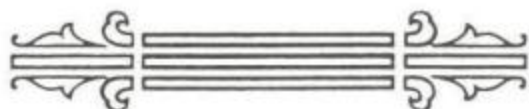
## A BUICK FABLE



### Featuring Paul Culp, Timeless Scenes, and a Timeless Car.

In the fall of 1941, Paul Culp picked up a nice little '39 Studebaker Champion at a good price. It was a good thing he did. Paul had thought about it as a car for the boys when they got a little older, but when war and gas rationing came, Paul put his '38 Buick Century away in the barn along with the set of new tires he'd bought for it. It was pretty hard getting around in Bucks County, Pennsylvania without a car of some kind, and if you nursed it along the Champion did 22 or 23 miles per gallon. If the tires got bad he could get some that would fit. Too bad he hadn't bought a new front bumper for the Buick right after the lumber yard truck had backed into it. Now he might never get one. Paul supposed it might have been better if he'd moved into Philadelphia, as he'd considered doing at one time, but Perkasio was a nice place to live, and the trip into the city on the Reading wasn't bad.

(CONTINUED)



The Champion lasted through the war, but it was a struggle, and by the spring of 1946, it was finished. Paul had kept the '38 Century four-door running, rather than draining everything and putting it up on blocks, since it really took up a lot of space in the barn; he needed to move it now and then, especially after he'd gotten the '37 Century two-door from his uncle in 1943. The '37 finally ended up out in a makeshift shed, but Paul took some of the trim parts off and brought them inside.

In April 1946 Paul went to work on the '38 Century. The left front door had rusted through from inside — Paul hadn't noticed this happening and was annoyed with himself — the running boards were a bit messy, and the brakes were bad. He fixed the brakes with all new cylinders and hoses, and traded the whole Studebaker to old Walter Schultz for the front doors off a '38 Buick Special with a cracked block. As usual, Walter got the better of that deal, but Paul was damn tired of the Studebaker, and since both the Special and his '38 61 were black, he could switch doors without painting. Not everyone realized that aft of the cowl the Special and Century bodies were the same. Even Paul didn't realize right away that a '37 bumper would fit a '38. It came to him after he'd finished waxing the '38 and putting the new tires on it and was thinking how nice the old bus looked except for the bent bumper. Good thing he'd taken the bumpers off the '37 (which now looked pretty bad), greased them up and brought them inside. The '37 bumper fit right on, and if one wasn't a Buick expert the difference was hardly noticeable. On the whole, it was almost like having a new car. After a little trouble with junk in the fuel tank, a few dollars for a rebuilt fuel pump, new plugs and points, seven quarts of Quaker State and a new battery, and an afternoon's tinkering, Paul was ready to roll.

Just in time, too. Aunt Teesh — her real name was Letitia Elizabeth—had decided she was coming to visit, and while Paul was not expected to drive all the way to Orange, New Jersey to get her, he would certainly have to go down to the station to pick her up. The Studebaker would not have done for that, especially the oil fumes. The whole visit would have started off wrong, and with Letitia Elizabeth one decidedly did not want to start off wrong. Having to change railroads twice—from the D.L.&W. to the Pennsylvania at Newark and then to the Reading at **Philadelphia** would be more than enough aggravation for Aunt Teesh.

The appointed day arrived. Paul had tinkered with the Century some more during the past week, and had cleaned the upholstery and aired everything out. If the weather stayed mild, he was sure Aunt Teesh would want a few "Sunday drives" — to see how everything had changed for the worse from the way it had been years ago. Paul decided that he'd leave a bit early and do a few errands in town. This had been a tentative plan, but became firm when he concluded that greeting the old lady with a fresh haircut was a clear necessity.

The red-winged blackbirds were in full, gurgling voice along the edges of the hayfields, two hawks circled lazily upward, and green was appearing everywhere as Paul rolled down the township road. The Century sang a sweet song, too. "Just like a new car," Paul thought, "it's a good thing I didn't wear it out. Why, I won't need another car for years." He was sure Aunt Teesh would approve of his thriftiness and foresight. Barn swallows flew out of the covered bridge over Branch Creek as the Century rumbled over the oak floor and downhill to the state road. Spring in Bucks County sure is nice.





Paul turned off Main Street in Perkasio, parked the Buick by the railroad tracks, and walked over to Fenstermacher's retail store for a couple of gallons of white paint. It had been hard getting decent paint during the war, and the trim on the house needed work. (He hoped Aunt Teesh wouldn't be too critical of that.) Peter Onderdonk and Fritz Muller were sitting outside the store as usual. "Hey, Paul, that your Buick? Where'd you get that?" When Paul said, quite casually, that it was the same car he'd bought before the war, Peter looked amazed, Fritz swore, and Paul chuckled. When old man Fenstermacher also noticed the Buick and said it didn't look half-bad, Paul smirked.

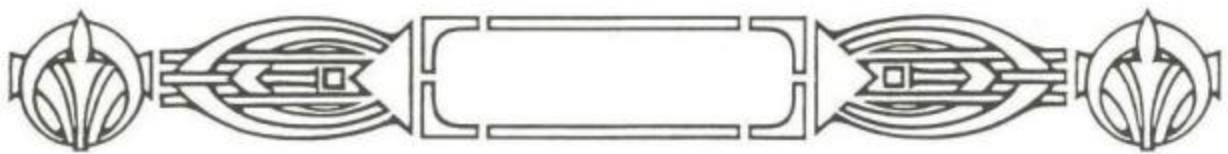
Paul put his paint in the trunk and rolled three blocks down Railroad Avenue to Henry Weimer's barber shop, across from the big old building with the slate roof that had once been the city hall, the fire house, the Reading Company's local office and several other things. Admiration for the Buick was repeated as Paul waited for his turn in the chair. Henry said it looked better than new to him, which it probably did since Henry had become quite nearsighted. Paul came close to saying that he'd traded the Studebaker to Walter Schultz for it, but decided no one would ever believe that. "Doggone smart, keepin' that car packed away like that," said Henry. "They won't make any more cars good as that."

Smelling of Lilac Vegetal and feeling rather smug, Paul left Henry's and started the Buick. Henry had followed him out. "Listen to that," Henry said, "she purrs like a kitten. Damned if you ain't smart, or lucky as hell. Think of sellin' it?" Paul's answer: "Not on your life, Henry!"

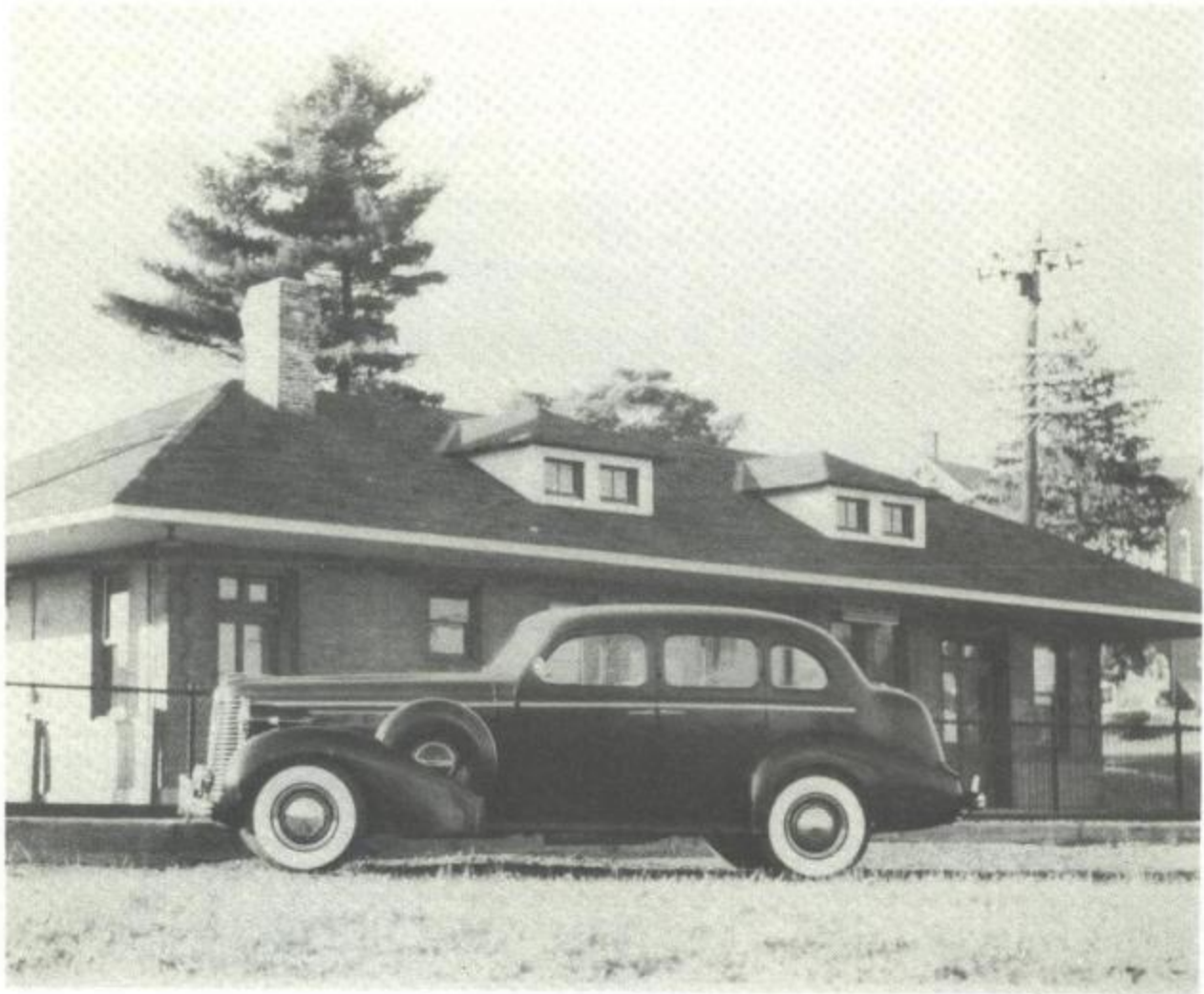








There was still plenty of time to get to the station in Sellersville. Letitia Elizabeth always got off there, rather than ride into Perkasio. Paul was not sure why, except that it was 20 cents less for the ticket. He thought there'd been some argument with the ticket clerk at Perkasio around 1931 or 1932; maybe that was it. It had been a long time since Paul had been out to Perkasio Park, so he swung out that way and stopped to enjoy the spring flowers. The park operated by the Methodist Church, had been a religious retreat and "camp meeting" ground since the 1880's, and would open again for "the season" in a few weeks.



The Reading Company station in Sellersville was pretty much deserted when Paul pulled the Buick into the parking lot to wait for the afternoon northbound local. Not much of a station compared to Perkasio, Paul thought, but Letitia Elizabeth had her little preferences, and who was he to question them. He walked up and down the platform a few times, then took a piece of old flannel from the trunk and started dusting the car off. This exercise was about finished when he heard the crossing bells and tossed the cloth under the front seat. A long whistle shriek preceded the local into town: an ancient "camelback" locomotive and four equally-ancient green cars. Not much of a train, either, Paul thought, but Aunt Teesh stepped from the third car with an aplomb befitting the Grand Duchess of Luxembourg's exit from the Orient Express. The conductor followed with her two suitcases and hatbox.



With aunt and luggage safely on board and the local disappearing, Paul slid behind the wheel and was suddenly gripped by the terrifying thought that the Buick might not start. This was dispelled in a few seconds as the engine kicked over and rumbled smoothly. The long hood was soon pointing down Callowhill Road toward the covered bridge.

Aunt Teesh had been silent after the greetings and the complaints (repeated since the 1920's) that the lunch counter at the Reading Terminal was going downhill. Right after the bridge she asked, "Isn't this the same car you had before the war?"

"Why, yes, it is. You see I put it away in '42 and...."

"I thought so. Your cousin Emory just got a new something — I forget what, but it's automatic: one does not shift gears. And no running boards; no outside spare tires; very sleek. And a pretty blue color; it matches his house. Maybe you should get an order in; he says they're very hard to get."

Paul felt spring in Bucks County turning back to winter. The red-wings still sang, but he did not hear them. He had never liked Cousin Emory. And to have this beautiful, majestic Buick that he had nurtured, cared for, protected for all those years consigned to a verbal scrap heap in favor of some glitzy Oldsmobile or whatever it was — that was too much! It was time to assert himself!

"Now wait a minute!" Paul said, and he exploded with the whole story: the Studebaker, the barn, the doors, the bumper, Henry's offer, the whole thing. By the time he'd finished, they were pulling into the drive. Paul turned off the ignition. Letitia Elizabeth looked at him, then, as Paul was coming round to help her out, she looked very carefully over the interior of the Buick. Paul opened the door and she stepped solidly on the running board and to the ground. She looked slowly over the black car from front to back and back to front. "Buick" she said, half to herself. "Century."

"You're right, Paul. This is a fine, solid car. It has dignity. Anyone can go in debt for something flashy. I always said you were the most sensible and level-headed of my nephews."

Paul thought it prudent not to observe that he'd never before heard her say any such thing. "Thank you, Letitia," he said, with all the modesty he could muster. "How about some hot tea?"

"If it's all the same to you," she said, "I believe I'll have a highball. Maybe two. One can be too sensible, you know."

Paul smiled broadly. A cardinal whistled loudly from a treetop. Buicks are better, he thought.





## The Real Paul Culp

Well, folks, here's another Illusionist. Paul B. Culp, Jr. (#508) of Perkasio, PA sent me a whole album of photos of timeless scenes and a timeless car in Bucks County, and I just had to do another fable. Knowing that at least a few of you are pretty beady-eyed, I decided I could not masquerade the scenes as 1938, since the running boards are just a touch ragged and that is a 1937 front bumper. So I had to move it forward a few years, but that of course got me right into World War II, and I knew that someone would notice the car didn't have a ration sticker on the windshield. So I had to put the car away "for the duration," as we said then. See how much thinking goes into this?

The story is loosely based on a few facts. (Aunt Teesh is not one of them.) Bucks County, which extends north of Philadelphia along the Delaware, is indeed beautiful and historic. (A few places, New Hope to name one, got discovered by city people and became quaint as a result.) Washington crossed the Delaware from Bucks County to attack the Hessians at Trenton. Not far away, and very similar, is the country made famous in the art of Andrew Wyeth. Paul, called "Tad" to distinguish him from his father, Paul, Sr., does indeed harbor a 1937 Century two-door in addition to the 1938 model 61 shown in the photos. (The '37 was acquired by Paul, Sr. just before World War II.) The latter car does in fact have a 40-series left front door.

I will let Paul finish this. He says: "The Club has helped me more than I ever thought possible. One year ago I had my father's '37 68 in primer after spending over \$2,000 in 1983 for bodywork. And my '38 61 was in a distant garage three miles from my house. It had last been run in 1977. Everything was in a holding pattern. Now the 61 is on the road again: cleaned up; new paint, rubber, brakes, glass and tires. The 68 is on its way to her 50th birthday restoration. Thanks to the Club. It's been an inspiration."







# And Now...



## Take the Nelson Challenge!

Dear Bill

Since not too many members seem to be contributing photos, at least without goading, may I submit the following.

I, Doug Nelson, #51 "The Master of Illusion" as dubbed by our esteemed editor Bill Olson, do hereby challenge all other club members of the 1937-38 Buick Club to match my photo offering to be displayed in The Torque Tube. The contest rules are quite simple. Photographs shall be submitted to the editor showing all or part of a 1937-38 Buick displayed (in or against a setting that could be considered "Period": that is, 1937 into the forties. People may appear in the photo — great opportunity to show off the spouse and kids or bowser.

Every member must have dozens of "settings" within 100 miles of home (certainly the driving range on any self-respecting 37-38 Buick).


Examples of "settings" are older buildings, service stations, houses, garages, movie theatres, etc. Get several members together and stage a street scene in an older neighborhood with several Buicks and maybe even a brand X era car or two. The possibilities are endless. Try to think how you and your car would look in 1937 or 1938. Watch out for TV aerials, billboards and '57 Plymouths, however. The winner, of course, will be the Club in general because we will all be able to enjoy each other's cars and see some neat photos as if looking through Life Magazine in 1938.

Black and white 35MM makes the best shots, and get as close as possible to show detail. Street scenes of course must be shot at greater distance. Wide angle lenses are helpful if you have one. A true purist might use a box "Brownie" by Kodak.

Is your car authentic? Prove it!

Consider this a formal challenge (a glove across the cheek) to muster your innate creativity and pride in being a Buick owner. Get snapping!

Sincerely

  
The Master of Illusion

**EDITOR'S NOTE:** Paul Culp has already met the challenge. (And if I can find the photo, one of our Australian members also.) How about the rest of you? There are many "timeless" structures such as classical courthouses, barns, covered bridges and the like. Good examples of 1930's and 40's architecture are often found in movie houses, Greyhound bus stations, railroad stations, electric generating plants, and municipal structures such as water plants. More and more steam locomotives and early diesels are being restored and run. Get one with your car at a grade crossing. Get a few 1930's magazines at a flea market and check out the clothing styles: many are not hard to duplicate. I think this is a hell of a lot of fun. Let's do it!



## ***"Bolder than a Stud Horse"***

That's the way the man that helped me restore our car described the 1938 Century! He apparently knows fine cars and fine horses, but I haven't changed the name of the car to "Stud". It goes by the name of "Old Bessie" which is the name I have given to all the vehicles we have ever owned. Old Bessie was the name of a well mannered and dependable mare that we had on the farm, so horses do have something in common with automobiles. Buying automobiles and horses have a lot in common especially "buyer beware".

I wanted a late thirties Packard when I first got interested in old cars. After looking around I decided the scarcity of parts and prices would make this goal too difficult at my age. A good friend had a 41 Buick and sold me on the straighteight. He reasoned that the Buick engine was close if not the best engine in its day. Just compare the number of Buicks that have survived to other makes, including other GM cars. So I followed up leads wherever I could find them. This led me on many wild goose chases via the phone, mail and trips. Many "rust free, good solid automobiles" turned out to be parts cars to me. At this time I was just looking for a 1938 Century model 61, the best original car I could find. I wanted to keep it as original as I could and still have a good looking and good driving car.

I first inquired into the car be bought by phone in the spring of 1983. The car had been owned by an elderly lady in western Ohio. She drove the car until she was 86 years old. The car then went to her son and was stored at her place. The second owner bought it from the son and had the car less than a year. He started to restore it with a rebuilt front end, shock absorbers, brakes, exhaust system, rechromed bumpers

---

**by John Mullenix ~ Hastings, MI**

---



and guards, steering wheel and tires. I got the familiar story from him - "all you have to do is turn the key and drive it"! The price was too high and I didn't trust the seller so I forgot about that one too. He advertised a couple months later and the price had dropped about \$500. About a month after that he called and said he was really ready to sell and that I should come down to Indiana and look at the car. Then we would talk price. A week later we were going to Elkhart so I swung over to Ft. Wayne to look at the car. We found him working on two 41 Hudsons. He needed the space and money to finish them up. The Buick was so dirty and faded that it was impossible to determine the color. The fenders were all dented, torn and creased. He said the old gal "went through what he couldn't go around" and the fenders sure looked like it. She must have been a slow driver as the grill, doors, body and trunk had not been damaged. I couldn't hear the car run or take it for a drive as it was "pickled" and was back in the corner of his garage. The car showed just over 43,000 miles and had a 1952 inspection tag on the windshield and 1952 tags. The interior was in good shape except for a six inch hole in the middle of the back of the front seat. She must have had a little dog to do that. Further negotiation was fruitless, and I concluded he had been a used car salesman all his life. He could only see the good points of the car. We negotiated over the phone a short time later and it appeared he was ready to deal. I still wanted to hear and run the car so I took my son-in-law to Ft. Wayne. By this time I had some idea of what it would cost to fix up the car like I wanted. The engine ran rough and this was because "it has not been driven". The clutch was shaky and this was the first I knew that "all Buicks had shaky clutches and you just jerk the clutch out fast to overcome the shakes". We negotiated and I bought the car through an open window backing out of his drive. The negotiation was vigorous so I decided to take the car home that day. It did run better after a few miles and the only thing we lost was two quarts of oil. Some of the oil leaked from the side pan gasket.

The car was 100% complete except for the spark plug cover. I spent the rest of the summer getting acquainted with the car and figuring out what I had. We wanted sidemounts and this was a hard thing to find. In July of 1984 I bought a front clip from a 37 Century. I knew the fenders would not be interchangeable but this was a last resort. By this time I knew the engine would have to be overhauled and this was done in the fall of 1984, along with the clutch. The overhaul was done in Grand Rapids at the garage of a fellow West Michigan Buick Club member. He had just finished his 38 Century engine and said I could help on mine. This was quite an experience for me as I had never done much mechanic work. He had a 65 year old mechanic who liked to work on old cars. The car came home in November and into storage. Now I was ready to finish it up but it couldn't be scheduled until this spring. I had visions of being in the July 4th. parade.





In April we started the body restoration with the same agreement I had with the overhauler. I would do all the work I could, and what a sucker I turned out to be! However, it was necessary to learn all I could about the car and do a little bragging later on. The fenders, doors, hood and side panels, nose, trunk lid, headlight buckets and wheels went to the stripper. I gutted out the interior and stripped the chassis and body. The restorer did the metal finishing and painting. I did all the sanding in between. I learned that there is 1000 sanding paper too. The car had some rust on the left rear rocker panel (the fender was pulled away from the body) and a six inch diameter hole under the spare tire. Sanding for 5 hours a day, for six weeks just about made me decide to give the thing away. This was the high point of my discouragement. I found that I could not take a full days work and that body work was meant for younger men.

Finally the car got the final coat of paint and I started to put it back together. This was a pleasure to see the changes from day to day. Most of the pictures were taken at this time and I got my enthusiasm in gear. I buffed the bright metal, cleaned the upholstery and restored the hood louvers, body decals and hubcaps at home. The woodgraining was in exceptionally good shape so I just cleaned it and put on two coats of polyurethane. The windshields were replaced as the originals had deep scratches on the inside surface. We used new weatherstripping on the doors and trunk, and new pads under the tail and parking lights. The balance of the rubber was in good shape. A new front floor mat, turn signals and auxiliary electric fuel pump with in-line filter was added. We also drained and flushed the brake fluid. The old fluid was about one quarter rust particles. Hopefully the silicone fluid will take care of that. The fuel pump, wiper motor and starter were rebuilt last year. The car still hated to start when hot but was solved when I found the starter brushes were not in good contact with the armature. This fall I rebuilt the carburetor after the float stuck open and we had a gas overflow on a hot engine. I grabbed the fire extinguisher but didn't have to use it. Also installed a battery disconnect on the negative side of the battery.

So after five months of concentrated work we brought the car home just before Labor Day. I feel that the goal was reached with a good, upgraded "original" car, and at a cost under what the car is worth if I count my time as experience. To date we have put 1500 miles on the finished car and we plan to use it often, as we wanted a driving car. But one is never finished with an old car - there are always things to be done. A leaky torque ball needs to be fixed next. Oh well!

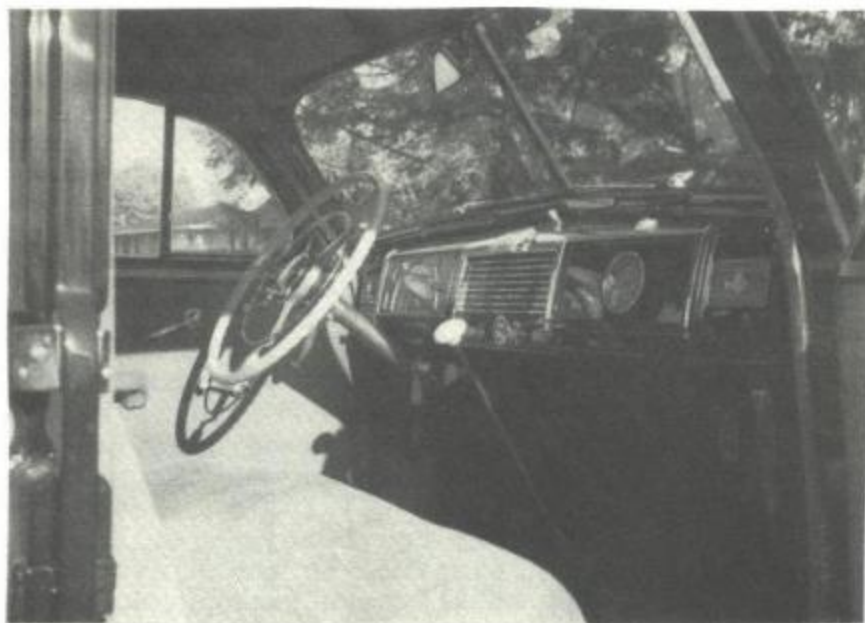
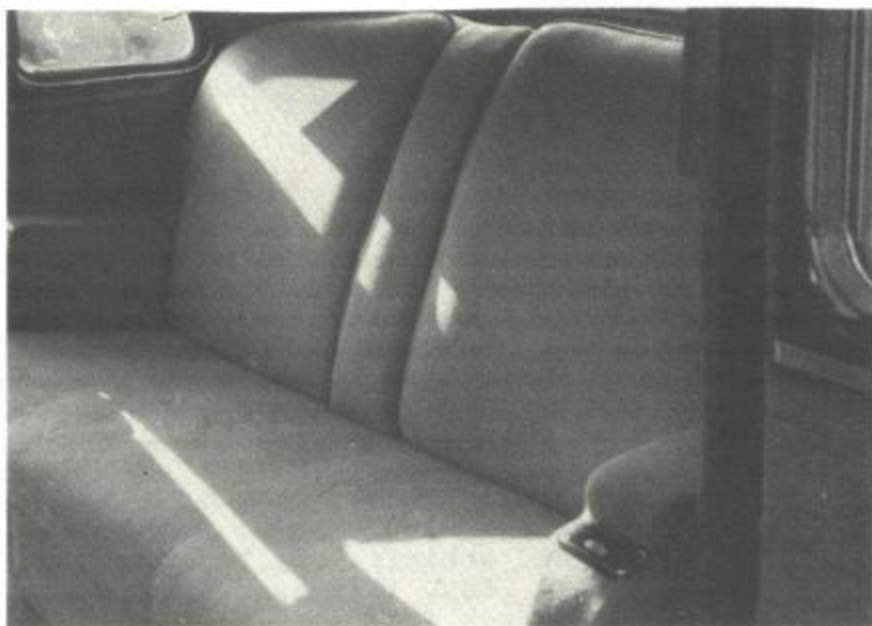
Old Bessie is a pleasure to drive. It rides better than my newer cars, holds the road and takes off without a shudder from 5 mph in high gear. I drove Fords in my youth (J's, A's, 36 and 38), but I didn't know what a late thirties car was like until I got behind the big steering wheel of a 1938 Century.

The restoration process is long, hard work. Once is enough - unless someone tempts me with a good 1932, model 91! You need lots of help and the "Torque Tube" is worth its weight in gold. You forget the sweat, dirt, skinned knuckles and problems when you open the garage, take a quick check, and go touring in a 1938 Century - straight eight. I have several 11x14 photographs on the wall to remind me that spring is too far away. Truly it is "bolder than a stud horse".





# John Mullenix



**1938 Century ~ A Beauty**

# Notes on JUDGING

...by John Steed



Bill, While you're reading this you'll realize that I too graduated from the Daniel Boone School of Spelling. One of my classmates, Dave Lewis, went on to become famous in Buick circles. As you realize, Daniel always said if you can't spell a word five ways you just aren't educated!

When our Editor called and asked me to write an article about judging my first inclination was to say I don't know enough about judging to write an article. By the time you read this I sure you'll agree! But, it's hard to say no to someone that is doing so much for us.

I've been involved in judging Buicks since 1978 when I first judged at the Hoosier show. I've judged at all the Hoosier shows since then and at all the Central Indiana BCA local shows. I can tell you how we have judged and why. I can tell you what usually goes through a judge's mind. But I cannot tell you how to win at each show. Winning depends on the competition. Hopefully this article will generate more articles from better qualified judges or people that have shown their cars several times. Anyway, my ramblings will discuss how some judging is done. I'll leave it to someone else to answer how to prepare a car to be judged.

First, judging is done by a group of people that examine each car in a class and award points based on their background, knowledge, and idiosyncrasies. While this seems overly simple, it is important to realize that a group will seldom judge the same as any one individual. Also if we want really good judging we have to have really good qualified people volunteer to judge. (Just like if we want a good newsletter we need to be willing to write articles!) These volunteers usually do the best that they can but judging isn't much fun when car owners are not reasonable in their expectations. Judging is hard work and we all have things we would rather do. (Look at parts and the cars.) We lose several good volunteers because the owners badger, argue with, or criticize the judges. Therefore when having your car judged consider the job of the judges and help make it as easy for them as possible. I'm sure that we'll all win some that we shouldn't and lose some that we should win. But our hobby should be fun and if it isn't then it's to get out of the Buick hobby.



Now this group of people will use a form for judging. The form is very important since it details how points are allocated, how much weight is given to each area of the car. The differences in forms can make a difference in which car will win. While most forms are good they show different areas of importance. For instance the Hoosier form does not include an area for owner's manuals, shop manuals, or catalogues while the BCA form gives extra credit for having these items. The Hoosier doesn't judge the trunk because they consider it a private area for the owner to store his supplies while many forms judge the trunk. One of my friends came in second instead of first at our local BCA show because he left his manuals at home. At the Hoosier it doesn't matter while at a BCA meet it does. If you want to win you need to know what judging form is going to be used. Most forms break the car up into areas: engine compartment, interior, paint, chrome, top, wheels and tires, under carriage, glass, and trunk are some of the usual areas. So to show the best you can you need to know what form is being used.

Let's turn to judging itself and how judging is done. Most of us like to think that there is an absolute rule by which to judge a car to the way it looked when it left the factory. While this is ideal there are several problems with this ideal. First, many judges will not know your particular year make and model well enough to know exactly how it looked when it left the factory. Second, the factory wasn't always consistent and the literature will not always be accurate. Several Buick catalogues show yellow Buick engines, others show chrome where it never occurred. Even though the Buick literature is not always correct it still is hard for a judge to argue with it if you used it as your reference. Your 37-38 Newsletter is another excellent reference and probably more accurate. So when restoring your car get the best information possible and be prepared to show a judge why you are right.

When judging a car a judge will judge mainly on quality and authenticity. The proportion between these two will vary with the form. On quality, judging may be difficult but cars nearly the same should get the same points while cars not so much the same will receive different points. So judges compare the cars and determine which cars are best on various items of quality based on the form they are using.

On authenticity few judges know all that they should know. Fortunately there are some things a judge can do when judging authenticity to overcome this problem. They can compare similar cars and features. A top restoration will usually be correct. Some cars are obviously original. Three cars together of equal quality will usually mean odd man out. If two have something one way and the third is different the third will usually be incorrect. If a very high quality restoration has something one way while a not so good restoration has it a different way the good restoration will be assumed to be correct if there are questions. Even though this is not always fair I know of no better way working under the given constraints.

(CONTINUED)

The BCA does not deduct for dirt that was picked up driving to the show. However, how clean your car is does influence the judges. A dirty car will not judge as high as a clean car. A dirty car says "I don't care if I win" to the judges.

Another way that judges can determine if an item is correct is by asking the owners questions. Usually, if a judge is going to ask the owner questions about an item he doesn't know, he will ask questions about some items he does know also. If the answers to the questions he does know are incorrect the answers to the ones he doesn't know are suspect.

My advice would be to be honest with the judges at all times. If not for your own good at least for the good of the hobby. This will at least help the judges be better informed in future judging.

I realize that I have skirted what I believe most of you want to know. That is how to prepare your car for judging. But I do have some points to make on that issue. 1. Know the judging form. 2. Be prepared to document what you have done and let the judges know that you have documentation if there are any questions. 3. Be totally honest with the judges. They will probably ask some questions for which they know the answers. (Integrity checks) 4. Don't get too hung up on winning; this is a hobby and should be fun. 5. Get involved. You can learn a lot from judging other cars. 6. Clean, polish, shine, the best you can. Good luck and I hope that all your cars will be judged fairly.

At the 86 National BCA Meet in Indianapolis we will be using the BCA 200 point form.



EDITOR'S NOTE: My thanks to John for this very interesting and informative article, and for sharing with us his insight and experience. I will add a few thoughts of my own, which are really nothing more than common sense: at every meet you attend, study carefully the cars that win or score high, and ask yourself why the judges thought so; study original cars with like attention; study your shop manual and other literature, so you can answer questions, and know what is correct; pay attention to detail; don't get too worked up about scores --after all, this is supposed to be a relaxing hobby. Or do I have the last one wrong? Next month we will show you the BCA 200-point form and the Hoosier AACA form.







# TECHNICAL TIPS



**1938 SERIES 80 DASH & MOLDINGS.** Don Micheletti (#250) of Menlo Park, CA responded to my request for information on 1938 series 80 and 90 woodgrain patterns. Here's what Don has to say.

"I am restoring a 1938 model 81. The woodgrain was there, but needed restoring. Unfortunately, I didn't take 'before' pictures. However, I did re-do it as original.

Dash: Horizontal grain figure as described in previous issues.

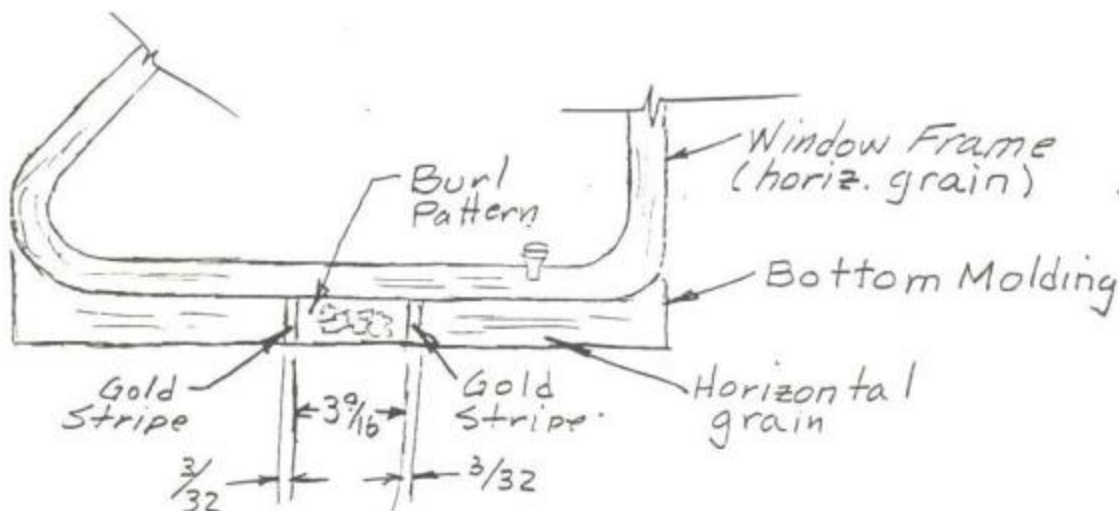
Rear View Mirror: Horizontal grain.

Window Frames: Horizontal grain, with grain following contour of the frame.

Molding Below Window Frames: Horizontal grain, except for section in center  $3 \frac{9}{16}$  in. wide, which is burl. There is a  $\frac{3}{32}$  in. gold stripe on each side of the burl. (See sketch.)

Rear Ash Trays: Horizontal grain."

Don says he has three other Buicks: a 1910 Model 10, restored; a 1918 E6-45 touring, original and OK; and a 1938 46S, also being restored. A fine stable, to be sure. On top of all this Don is also working on the restoration of Southern Pacific steam locomotive 2472, a 1921 Baldwin Pacific, about 150 tons worth. This project, sponsored — I think — by a railroad museum, is expected — or maybe hoped — to be finished this year. Thanks and applause to Don.



*All windows have the same size pattern.*



## TECHNICAL TIPS



**MORE ON REAR END RATIOS.** If you can stand it, here's a little more on the subject. You may recall some discussion — perhaps it should be called intelligent speculation — concerning the two gear sets (3.615 and 3.9) found in 1938 "Self-Shifter" cars. Engineering Features of the 1938 Buick contemplates (p. 57) only the 3.615 rear end. You may also recall that this book came out prior to the introduction of the 1938 models. Mike Whiting (#381; Garfield, Australia) called to my attention a 1938 Dealer Service Bulletin which I do not have (BPS 2.90, page 10 or BPS 2.033, pages 515 & 516). This states that for "mountain operation" it was thought advisable to use the 3.9 ratio — "where cars are operated continuously over grades in excess of 20%." Some 255 Self-Shifter cars assembled at South Gate, California had the 3.9 ratio, following which the 3.615 was installed. All cars assembled at Flint and Linden (NJ) had the 3.615 ratio except those for which the 3.9 ratio was specified by the Sales Department.

**SPEEDOMETER DRIVE.** As a sort of footnote to the rear end swags business, you are reminded that, if a 60-series rear end is put in a 40-series car, the speedometer — driven off the transmission — will read differently unless the 60-series speedometer drive gear is put into the transmission. Notice I said "differently," not "inaccurately." It will be "slower"; by maybe 12%, at least according to my calculations. However, I suspect the Buick speedometers, like most of that era, were at least 10% "fast" in the 50-60 mph range. So if you leave the drive gear alone, you'll likely get a more accurate, if not necessarily "authentic," speedometer. The 1937 40-series gear (Part No. 1298187) had 22 teeth; 60-series (1298188) had 19 teeth.

**SOME FINE NEW PRODUCTS.** Please check out the full-page ad of Bob's Automobilia in this issue. Dave Lewis has inspected samples of the new hood ornaments and says those he has seen are excellent. Replating an original to the same quality will either cost you more or prove impossible at any price. The new '37 hubcaps are also excellent. And don't overlook the new running board antenna insulators: these have been virtually impossible to find until now. Everyone should get Bob's catalog: good stuff in it!



### ROSTER UPDATE AVAILABLE

Mike Vosganian, our Roster Master, has been updating the Club Roster with information on new members, address changes, and reinstated old members. He's even added a few members who didn't appear in the original roster because they didn't fill out the form, as everyone was asked to do. If you would like a copy of the updated Roster, with changes since November 1985, just send a 39¢ SASE to Mike, and he'll send you one. Remember, the Roster appeared in Issue 3; look up Mike's address there. Thanks to him again for this great service.



## TECHNICAL TIPS

### EVEN MORE ABOUT REAR BRAKE HOSES FOR LARGE SERIES CARS....

by Ed Depouli (#310)

(This is an expurgated version of Ed's letter. The first paragraph, which contained scandalous matter unsuitable for the eyes of deacons, clergypersons of the old school, and your maiden aunt, has been tastefully omitted.)

First let me say that there are two brake hoses following the master cylinder. Both of these are hard to find unless one knows what one is looking for.

The first hose is on the discharge side of the master cylinder and is as described by Paul Culp on page 13 of the last issue. The loop technique which he describes works well. I've used it in one of my 38-80's. After this hose, there is about one foot of steel hydraulic line followed by another rubber hose. It's shown along side this write-up. Full size.

This hose must be replaced when doing a brake job. Why, do you ask? O.K., I'll tell you. Note: If I tend to drone, it's because I wish to emulate our fearless leader and fine editor.

**\*Very funny, Ed. I'm more than a "fine" editor; I'm a super terrific first-class editor, and don't you forget it!**

The inside of this hose will tend to swell over the years, so that the fluid passage will become blocked. Under foot pressure, fluid will flow easily into the rear wheel cylinder. However, it may take several minutes for fluid to flow back from the wheel cylinders into the master cylinder when brake pressure is released.

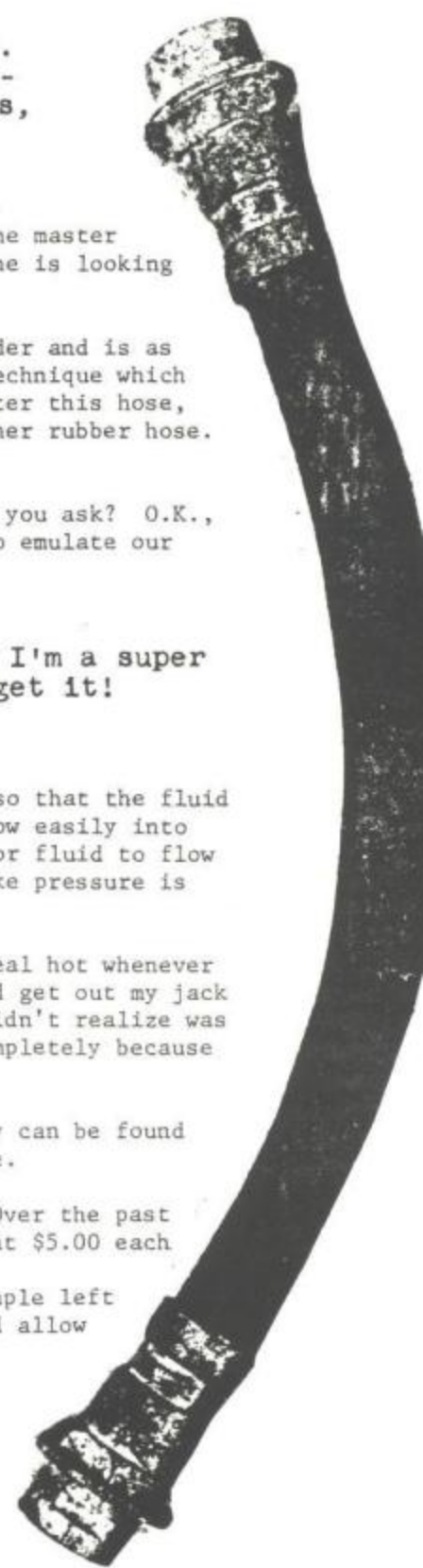
The problem I was having was that my rear wheels would be real hot whenever I arrived at my destination—as if the brakes were dragging. I'd get out my jack and check the adjustment and everything would be fine. What I didn't realize was that it took about 2-3 minutes for the rear wheels to release completely because of the brake hose being swollen.

Anyway, this hose is not available from NAPA. However, they can be found easily at flea markets if one has a sample or a Xerox copy of one.

Typically, flea market prices range from \$2.00 to \$15.00. Over the past year, I've sold approximately 50 pieces through this newsletter at \$5.00 each.

I confess that I don't pay over \$3.00. I've still got a couple left if anyone is in a bind. However, knowing what to look for should allow the club members to save some money.

Thanks, Ed. I liked the part  
about the swelling hose.





# WHEEL STRIPES



2-19-86

Bill,

I just finished pinstriping the wheels on my '37 Model 41, and it looks so good, I just had to write and let our members in on how to get this problem job done for about \$20. I followed the dimensions provided by Hugh Patterson (#300) in Vol. II Issue I. I bought a good compass at a local office supply store - an Alvin model 902. This baby expands to about 16 inches. I took the pencil lead out and replaced it with the needle point. Then, I centered on the hubcap. Dead center in the letter "I" of BUICK on the hubcap is dead center of the wheel. I simply set the compass to Hugh's dimensions and using the needle point, I lightly scored the paint surface on the wheel. This provided a perfect guide. Since my Buick is Balmoral Green, it calls for a beige pinstripe. I bought pinstripe tape at a local auto parts store. In my case, I used Prostripe R20412. This is a beige stripe that is 1/16" wide. With a considerable amount of patience and good hands (I'm a dentist) I applied the tape right over the scored line on the paint. This then provided the innermost stripe. Then using Prostripe R-32012 I finished the job. This is a double stripe (one being 5/32", the other 1/16" separated by 5/32"). I spaced it from the innermost stripe to keep the distances between the stripes as exact as possible. This takes patience. The R-32012 is held together by a clear film. After it's all down, you simply peel this off and you're done. I'll admit that from a foot away you can see it's not perfect, but from 3 feet away it looks fantastic. I have no idea how it will hold up, but since this car will never be in harsh weather, I think it will be fine. By the way, the compass cost me \$14.50 and \$8.00 bought enough pinstriping to do at least 10 cars.

One other tip I stumbled on. My inside window and vent cranks are nice, but the plastic had many stress cracks that had filled with dirt, etc. I soaked these in Clorox (keeping the chromed handles out of the Clorox since I didn't know what effect Clorox has on chrome). After about 4 hours the dirt is absolutely gone. This also leaves the surface of the plastic very dingy - no shine. I brought back the shine with 4 coats of clear cheap fingernail polish. The stress cracks are still there but it's real clean and shines like new.

One request. I am in desperate need of a Radio Manual for my '37. I would appreciate any assistance that anyone can provide.

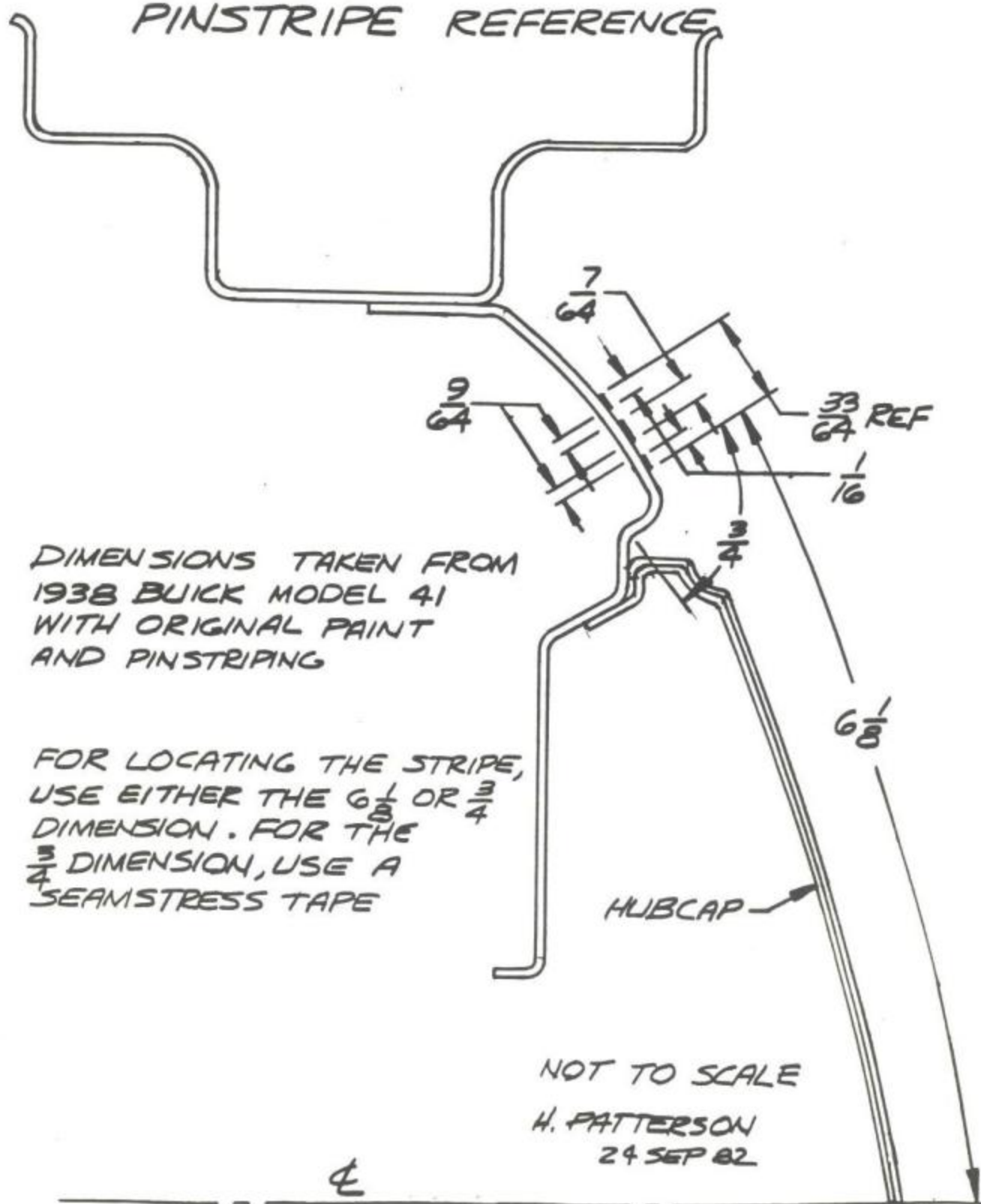
Thanks,

Greg Kramer  
#143

**EDITOR'S NOTE:** Many thanks to Greg for this informative tip. The diagram he refers to, by Hugh Patterson, originally appeared in Volume II, Issue 1 (March 1983), and is reprinted on the next page.



# 1938 BUICK WHEEL PINSTRIPE REFERENCE



# QUESTIONS ANSWERED



... by *Dave Lewis*

**QUESTION:** Do you have any advice on aligning the doors on a four-door convertible? It seems that when I shim up one spot on my '37 80C, to what I think is correct, something else is thrown off.

**ANSWER:** It's difficult. The best written source I know is the '37 Shop Manual. It is very good to start with. You will still have problems, and only experience will solve them. The manual shows a sedan, but it makes no difference as all body styles align the same way. It takes a lot of time and patience, and I haven't aligned one perfectly yet. The hardest part is, as you say, that when you shim up one area correct, it throws another off. You must go from side to side and slowly shim each area, trying to keep in mind exactly what result each shim will produce overall. As I insert a shim I try to calculate how it will affect the complete car, rather than just concentrating on one door. It is difficult to explain without pictures, and that is the virtue of the Shop Manual. The 1937 Fisher Body Manual also contains useful information on this subject.

**QUESTION:** My '37 Model 41 is leaking oil from the timing chain cover. Where is this oil coming from and what should I do to cure this?

**ANSWER:** If, as your letter suggests, the leak is just at the outer gasket, all you need to do is put on a new gasket, with sealer. Most leaks in this area are at the seal around the harmonic balancer, which is mounted on the forward end of the crankshaft. The only cure for this is to use the later cover and balancer; this has a neoprene seal, whereas the original has the old rope type which leaks like crazy. Use Buick 1942-52 timing chain covers (series 40 & 50) on 40-series engines, and '42-'52 series 70 on large engines. 1940-49 chain and sprockets may also be used. The front of the engine has a large opening for oil to run into and out of the cover for lubrication of the chain. You will note the bottom of the cover bolts to the oil pan. It is at this point the oil enters and exits. The oil is not under pressure, as is oil to the bearings; rather, it just splashes into the cover. The two crankcase vents relieve the internal pressures. There is a large washer-like device, called an oil slinger, that regulates the flow of oil to the timing chain and sprockets. Once inside the cover the oil just drains back into the pan. The turning of the engine and the slinger throws oil into the cover where it simply splashes or falls onto the chain.

**EDITOR'S NOTE:** The cover and slinger on 40-series engines were changed during 1937 production. Apparently, the early type was a real leaker. See the Dealer Service Bulletin reproduced below. As I understand it, however, the "packing" referred to in this Bulletin does not do the job that the later year Buick covers and seals do.

In cases of excessive oil consumption complaints, a general check on oil level should be made before attempting to make any correction at the timing chain cover, see Dealer Bulletin BPS 2.006, page 331.

**TIMING CHAIN  
COVER OIL LEAK -  
1937-40**

(CONTINUED)



Where considerable oil is lost at the crankshaft and timing chain cover, usually indicated by the under side of the engine being smeared with engine oil, it is recommended to install a second type Timing Chain Cover Assembly, Group 0.206, Part No. 1394376, which includes a new type of oil slinger, Part No. 1304305, and crankshaft oil shedder packing No. 1305044. These parts should stop any leak at this location. See Figure 17 which indicates the difference between the first and second type cover assemblies.

Attention is called to the fact that it is absolutely necessary to use the second type oil slinger when installing the second type cover assembly.

The new cover assembly was used during 1937 production from engine No. 43396388 to No. 43396499. It was again effective beginning with engine No. 43396595 until the end of 1937 production.

Only the new cover assembly, Part No. 1394376, will be supplied by the Parts Department.

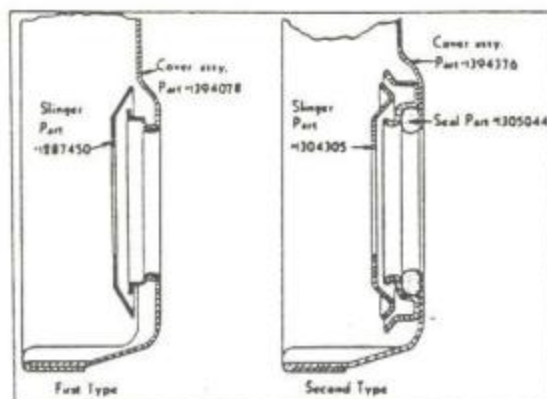


Figure 17

### 1937 & 1938 TRIM CODES

There have been several questions during the past few months on trim code numbers. (By "trim" Buick meant the interior upholstery fabric.) These have been answered individually. In view of the apparent popularity of this subject, and the time expired since it was dealt with at length in these pages, we are repeating complete trim code information that first appeared in Volume I. This will enable the restorer to: (1) identify the interior fabric originally installed in his car; or (2) select another correct fabric if he wishes to change. The 1938 list is not segregated by models and series as is the 1937 list, making selection of an alternate more difficult. However, the following excerpt from Engineering Features of the 1938 Buick will help with the 1938 list. The statement concerning leather is a bit ambiguous; it does not mean that leather was not available for convertibles and the 90L, but rather that it was standard at no extra charge. Typically, only the front seat of a 90L would be leather.

#### Fabric Materials and Colors Available on the four Series:

	Series	Series	Series	Series
	Forty	Sixty	Eighty	Ninety
Bedford Cord...	Tan	Grey or Tan	Grey or Tan	Grey or Tan
Mohair Fabric ..	Taupe	Taupe	Taupe	
Broadcloth.....			Grey or Tan	Grey or Tan

Following at Extra Cost on All Except Convertibles and 90L:—

Leather.....Black ..... Tan ..... Grey ..... Green ..... Blue ..... Red

Or a Combination of Leather and Cloth May Be Had.

(CONTINUED)

## TRIM COMBINATIONS

## M 41-44-46-48-47-48

300	Bedford Cord - Tan
301	Mohair Fabric - Taupe
302	Leather - Black - Extra Cost
303	Leather - Tan " "
304	Leather - Grey " "
305	Leather - Green " "
306	Leather - Blue " "
307	Leather - Red " "

## M 40C and 46C

338	Cloth - Brown Novelty
343	Bedford Cord - Tan
344	Leather - Black
345	Leather - Tan
346	Leather - Grey
347	Leather - Green
348	Leather - Blue
349	Leather - Red

## M 61-64-66-67-68

308	Bedford Cord - Grey
309	Bedford Cord - Tan
310	Mohair Fabric - Taupe
302	Leather - Black - Extra Cost
303	Leather - Tan " "
304	Leather - Grey " "
305	Leather - Green " "
306	Leather - Blue " "
307	Leather - Red " "

## M 60C and 66C

338	Cloth - Brown Novelty
350	Bedford Cord - Tan
351	Bedford Cord - Grey
344	Leather - Black
345	Leather - Tan
346	Leather - Grey
347	Leather - Green
348	Leather - Blue
349	Leather - Red

## M 80C

352	Bedford Cord - Tan
353	Bedford Cord - Grey
354	Broadcloth - Tan
355	Broadcloth - Grey
356	Leather - Black
357	Leather - Tan
358	Leather - Grey
359	Leather - Green
360	Leather - Blue
361	Leather - Red

## M 81

311	Bedford Cord - Grey
312	Bedford Cord - Tan
313	Broadcloth - Grey
314	Broadcloth - Tan
315	Mohair Fabric - Taupe
316	Leather - Black - Extra Cost
317	Leather - Tan " "
318	Leather - Grey " "
319	Leather - Green " "
320	Leather - Blue " "
321	Leather - Red " "

## M 81P

311	Bedford Cord - Grey
312	Bedford Cord - Tan
313	Broadcloth - Grey
314	Broadcloth - Tan
315	Mohair Fabric - Taupe
316	Leather - Black - Extra Cost
317	Leather - Tan " "
318	Leather - Grey " "
319	Leather - Green " "
320	Leather - Blue " "
321	Leather - Red " "

## M 90 - 91

322	Bedford Cord - Grey
323	Bedford Cord - Tan
324	Broadcloth - Grey
325	Broadcloth - Tan
326	Leather - Black - Extra Cost
327	Leather - Tan " "
328	Leather - Grey " "
329	Leather - Green " "
330	Leather - Blue " "
331	Leather - Red " "

## M 91P

322	Bedford Cord - Grey
323	Bedford Cord - Tan
324	Broadcloth - Grey
325	Broadcloth - Tan
326	Leather - Black - Extra Cost
327	Leather - Tan " "
328	Leather - Grey " "
329	Leather - Green " "
330	Leather - Blue " "
331	Leather - Red " "

## M 90L

332	Bedford Cord - Grey
333	Bedford Cord - Tan
334	Broadcloth - Grey
335	Broadcloth - Tan
336	Leather - Black - Extra Cost
337	Leather - Tan " "
339	Leather - Grey " "
340	Leather - Green " "
341	Leather - Blue " "
342	Leather - Red " "

## TOPS FOR CONVERTIBLE MODELS

Tan Teal
Blue Grey Teal
Black Teal
For use on 40C - 46C - 60C & 66C - 80C





COMB.  
NO. YEAR MATERIAL

400 1938 Tan Bedford Cord  
401 1938 Taupe Mohair Fabric  
402 1938 Black Leather  
403 1938 Tan Leather  
404 1938 Grey Leather  
405 1938 Green Leather  
406 1938 Blue Leather  
407 1938 Red Leather  
408 1938 Grey Bedford Cord  
409 1938 Tan Bedford Cord  
410 1938 Taupe Mohair Fabric  
432 1938 Grey Bedford Cord  
433 1938 Tan Bedford Cord  
434 1938 Grey Broadcloth  
435 1938 Tan Broadcloth  
436 1938 Black Leather  
437 1938 Tan Leather  
438 1938 Grey Leather  
439 1938 Green Leather  
440 1938 Blue Leather  
441 1938 Red Leather  
443 1938 Tan Bedford Cord  
444 1938 Black Leather  
445 1938 Tan Leather  
446 1938 Grey Leather  
447 1938 Green Leather  
448 1938 Blue Leather  
449 1938 Red Leather  
450 1938 Cloth and Black Leather  
451 1938 Cloth and Tan Leather  
452 1938 Cloth and Grey Leather  
453 1938 Cloth and Green Leather  
454 1938 Cloth and Blue Leather  
455 1938 Cloth and Red Leather  
456 1938 Tan Bedford Cord  
457 1938 Black Leather  
458 1938 Tan Leather  
459 1938 Grey Leather  
460 1938 Green Leather  
461 1938 Blue Leather  
462 1938 Red Leather  
463 1938 Cloth and Black Leather  
464 1938 Cloth and Tan Leather  
465 1938 Cloth and Grey Leather  
466 1938 Cloth and Green Leather  
467 1938 Cloth and Blue Leather  
468 1938 Cloth and Red Leather  
469 1938 Tan Bedford Cord  
470 1938 Grey Bedford Cord  
471 1938 Tan Broadcloth  
472 1938 Grey Broadcloth  
473 1938 Black Leather  
474 1938 Tan Leather  
475 1938 Grey Leather  
476 1938 Green Leather  
477 1938 Blue Leather  
478 1938 Red Leather  
479 1938 Grey Bedford Cord & Black Leather

480 1938 Tan Bedford Cord & Tan Leather  
481 1938 Grey Bedford Cord & Grey Leather  
482 1938 Tan Bedford Cord & Green Leather  
483 1938 Grey Bedford Cord & Blue Leather  
484 1938 Tan Bedford Cord & Red Leather  
485 1938 Tan Leather  
486 1938 Grey Bedford Cord  
487 1938 Tan Bedford Cord  
497 1938 Grey Bedford Cord  
498 1938 Tan Bedford Cord  
499 1938 Grey Broadcloth  
500 1938 Tan Broadcloth  
501 1938 Black Leather  
502 1938 Tan Leather  
503 1938 Grey Leather  
504 1938 Green Leather  
505 1938 Blue Leather  
506 1938 Red Leather  
507 1938 Grey Bedford Cord  
508 1938 Tan Bedford Cord  
509 1938 Grey Broadcloth  
510 1938 Tan Broadcloth  
511 1938 Black Leather  
512 1938 Tan Leather  
513 1938 Grey Leather  
514 1938 Green Leather  
515 1938 Blue Leather  
516 1938 Red Leather  
611 1938 Grey Bedford Cord  
612 1938 Tan Bedford Cord  
613 1938 Grey Broadcloth  
614 1938 Tan Broadcloth  
615 1938 Taupe Mohair Fabric  
616 1938 Black Leather  
617 1938 Tan Leather  
618 1938 Grey Leather  
619 1938 Green Leather  
620 1938 Blue Leather  
621 1938 Red Leather  
622 1938 Grey Bedford Cord  
623 1938 Tan Bedford Cord  
624 1938 Grey Broadcloth  
625 1938 Tan Broadcloth  
626 1938 Black Leather  
627 1938 Tan Leather  
628 1938 Grey Leather  
629 1938 Green Leather  
630 1938 Blue Leather  
631 1938 Red Leather  
632 1938 Grey Bedford Cord  
633 1938 Tan Bedford Cord  
634 1938 Grey Broadcloth  
635 1938 Tan Broadcloth  
636 1938 Black Leather  
637 1938 Tan Leather  
638 1938 Grey Leather  
639 1938 Green Leather  
640 1938 Blue Leather  
641 1938 Red Leather

# Support Our ADVERTISERS

## BOB'S AUTOMOBILIA 1937-38 BUICK

RD 2 BOX 137 ANNANDALE NJ 08801 TEL (201) 236-2403

NEW ITEMS TO MAKE YOUR RESTORATION A PRIDE & PLEASURE. WE DO IT CORRECTLY, AND YOUR IDEAS ARE HELPFUL TO THIS END.

- 1937 HUB CAPS. THIS REPRODUCTION IS A RESULT OF THE REQUESTS OF MANY PEOPLE WHO HAD SEEN THE CAPS HERETOFORE OFFERED. WE ARE SURE, THESE WILL PLEASE THE MOST DISCRIMINATING EYE. THE "BUICK" LETTERS ARE PAINTED. HC-37 \$60EA.
- 1937 HOOD ORNAMENT. AN EXACT SIZE REPRODUCTION. EVERY DETAIL IS THERE. MADE IN PRECISION STEEL MOLDS, NOT A LOST WAX IMITATION. BRILLIANTLY CHROME PLATED AS ORIGINAL. THEY ARE MADE LIKE THE ORIGINAL, HENCE "REPRODUCTION", NOT A RE-INVENTED, OVER-DONE, OVER-PRICED PRODUCT. HO-37 \$75.
- 1938 HOOD ORNAMENT. SAME DESCRIPTION FOR THIS ONE, EXCEPT IT IS FOR YOUR 1938 BUICK. ON YOUR RESTORED CAR, THEY WILL OUTLAST YOU & I. HO-38 \$75.
- 1937-38 RUNNING BOARD ANTENNA INSULATORS. TOTALLY NEW REPRODUCTION. NOT A RE-COVER. THESE ARE THE BRACKETS USED ON FACTORY INSTALLED RADIOS. NOT TO BE CONFUSED WITH FORD OR THE AFTER MARKET "UNDER-THE-RUNNING-BOARD" ANTENNA. BUICK'S RUNNING BOARDS "ARE" THE ANTENNA! THE ONLY CORRECT TYPE FOR 37-38 BUICKS. COPIES OF THE FACTORY INSTALLATION INSTRUCTIONS SUPPLIED. AI-378 \$35/PR
- 1937-38 FACTORY SIDE VIEW "PEEP" MIRRORS. THESE ARE THE SCRIPT MIRRORS THAT MOUNT TO THE VENT WINDOW DRIP MOULDINGS. "PEEP" IS A TRADEMARK OF GM. ANOTHER "GENUINE COPY" OF THE ORIGINAL ITEM FOR 1937-38 BUICK'S. STAINLESS HEAD & CHROME ARM. NOT FOR CONVERT. M-1SLEFT OR M-1SRIGHT \$25EA
- 1937-38 FRONT FLOOR MAT. BROWN. ALL MODELS. UNCLE DAVE SAYS THIS IS AN EXACT COPY INCLUDING THE "FISHER" LOGO. FF-378 \$150.
- 1937-38 GLOVEBOXES. TAUPE LINED. NO MICE EVER LIVED IN THESE!  
1937 . . GB-37. . \$26.EA      1938 . . GB-38. . \$26.EA
- 1937-38 LOCK-ROLL RADIATOR HOSE CLAMPS. ORIGINALLY MFG. BY THE STEWART CO. FOR BUICK 1920 THRU 1941. THESE COPIES ARE DONE IN STAINLESS STEEL & ENGRAVED "BUICK" ETC. AS ARE THE ORIGINALS WE HAVE. SOME, MAY HAVE BEEN USED WITHOUT THE BUICK LOGO, BUT, KNOWING THE PRIDE WITHIN THE COMPANY AT THAT TIME, AND THEIR KNACK FOR PUTTING THE BUICK NAME ON VIRTUALLY EVERYTHING, WE WENT THAT WAY. GIVE US THE OUTSIDE DIAMETER OF YOUR HOSE WHEN ORDERING. \$5.EA.

SHIPPING; BY UPS. ADD \$3. PER ORDER OR 5% WHICHEVER IS GREATER. WE PRINT A 24 PAGE ILLUSTRATED CATALOG FOR BUICK'S 1920 THRU 1953, STOCKING, MIRRORS, DECALS, HARDWARE, RUBBER DASH GLASS & MORE. THIS IS JUST A SMALL PART OF THE LARGEST STOCK OF PRE-WAR BUICK SELECTION TO WHICH WE CONTINUALLY ADD. CATALOG PRICE \$2. FREE WITH ORDERS ON REQUEST.





1927  
TO  
1953

## WIRING HARNESSES

MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. THE MOST AUTHENTIC REPRODUCTION OF G.M.: WIRE, CONSTRUCTION, AND BRAIDING. ALL WITH COMPLETE INSTALLATION LISTING. WE HAVE SPECIFICATIONS FOR MOST BUICKS, BUT WE CAN MAKE ANY HARNESS THRU 1954 WITH YOUR ORIGINAL SAMPLE. CUSTOM TURN SIGNALS, OPTIONS UPON REQUEST.

ALSO WE HAVE WIRING SUPPLIES AND A BRAIDING SERVICE.

CATALOG - INFORMATION - \$2.00



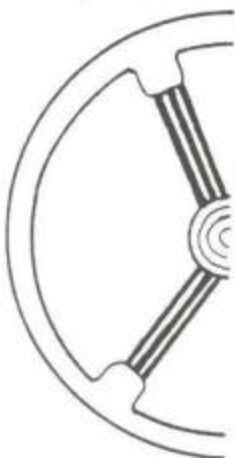
BOX 435  
WAYNE, PA. 19087

## STEERING WHEELS

Beautifully recast to your orig. center.

Mold and color from N.O.S.

Center Plastic also available.



Send \$2.00,  
brochure and color print to:  
(please state year)

J.B. Donaldson Co.

701 N. 22nd Ave.

Phoenix, Arizona 85009

(602) 257-0521



## NEW MEMBERS

### NEW MEMBERS

Leo Velarde (#574)  
2231 Lynbrook Drive  
Pittsburgh, CA 94565  
'38 66S

Charles Fields (#575)  
Rt. 4, Ridge Road  
Canton, GA 30114  
404/345-5864  
'38 41

David Cunningham (#576)  
280 Waring Road  
Memphis, TN 38117  
901/767-4303  
'38 44

George Paich (#577)  
1524 Old Brodhead Road  
Monaca, PA 15061  
???/774-3363  
'37 81F

### OLD MEMBERS REJOIN

~~Schuttish~~  
Thomas Schuttish (#006)  
460 Duncan Street  
San Francisco, CA 94131  
415/397-0293  
'38 66S

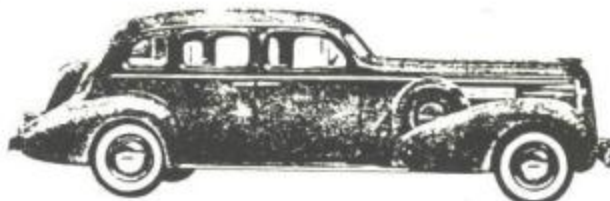
Leo Amarantes (#105)  
66 Haskell Street  
Fall River, MA 02720  
617/674-6633  
'37 61

Greg Kramer (#143)  
3696 Poe Road  
Medina, OH 44256  
216/723-3585  
'37 41

### NEW ADDRESS

Jon Lee (#274)  
115 Bath Road  
Brunswick, ME 04011

Milton Wadlar (#521)  
1140 Burke Ave. #6C  
Bronx, NY 10469





# CARS FOR SALE



## CAR FOR SALE

1938 Century Touring Sedan, model 61. Sidemounts with covers. Running boards and a few other things missing. Has had major engine work. Body is very solid except for minor rust in the floor. Was last running about a year ago. This would be an interesting project, but one I don't have time for. I'd like to get \$2500 for it.

JON LEE (#274)  
115 Bath Road  
Brunswick, ME 04011  
207/725-8288 days.

---



1937 Buick Special four-door. Velvet maroon acrylic enamel. 95% stock. For further info call or write.

ALEX G. WINDT (#424)  
RR 2  
Osoyoos, B.C. V0H 1V0  
CANADA

604/495-2590  
604/495-2380





# PARTS FOR SALE



## CLOSE OUT ON 1938 RADIO MANUALS

Excellent reproduction-\$6 each.

PAUL CUSANO (#052)  
266 Passaic Avenue  
Hasbrouck Heights, NJ 07604  
201/288-1519 evenings.

## FOR SALE

### 1938 40 series

Spark plug cover.....	\$25.00	
Headlamp bezels (screw assy need replacing).....	10.00	each
Hubcaps (some dents & scratches)	10.00	each
Window crank handle.....	7.00	
Vent window handles (2) .....	5.00	each
Chrome bases for handles (6).....	1.00	each
Ash trays, front & rear.....	5.00	each
Parking light top covers (3).....	5.00	each
Chrome frame for parking light (hairline crack) (1).....	10.00	
Left headlight lens.....	20.00	
Pair tail lights, complete.....	50.00	pair
Voltage regulator.....	50.00	
Pair trunk hinges (trunk back)...	40.00	pair
Right half of grille.....	30.00	
Clock (not working).....	10.00	
Left hood side w/louvers.....	35.00	
Horn button & bezel.....	15.00	
Trim moldings: hood, doors.....	25.00	each
Transmission cover.....	5.00	
Master cylinder access plate (2) .....	4.00	each
Headlamp reflectors, pods (rust)	20.00	pair
License light cover & lens.....	10.00	
Trunk lid support (trunk back)...	20.00	
Distributors (2).....	15.00	each
Horn (1 only).....	10.00	
Armrests (3).....	10.00	each
Interior light switch plate.....	2.00	
Robe cord escutcheons.....	4.00	each
Cigar lighter.....	5.00	

### Other Buick parts

Carter carbs (3) need rebuild... 15.00 each  
Front end lower suspension pivot kit, '41-'48 series 60,70,90 15.00 each

Please add shipping charge to all prices.

GORDON HOPKINS  
11522 Bustleton Avenue  
Philadelphia, PA 19116  
215/677-4404

## FOR SALE

Parting out a 1938 model 46S with jump seats intact. Also have parts from two 1938 Special sedans. Do not have steering wheels, running boards, radios, hood center strips, map light covers or some of the other hard to find goodies. Please call or write with SASE.

JON LEE (#274)  
115 Bath Road  
Brunswick, ME 04011  
207/725-8288 days.

## FOR SALE:

Pair of 1938 40-series plain front fenders; Corot Beige; good for road car.  
\$50 each; you pick up.

PAUL CUSANO (#052)  
266 Passaic Avenue  
Hasbrouck Heights, NJ 07604  
201/288-1519 evenings.

## FOR SALE

### All 1937 series 40.

NORS grille.....	\$90.00	
Outside door handle.....	5.00	
Gas tank neck.....	2.00	
Front vent window frames & cranks.....	30.00	pair
Rear vent window frames, model 41 (poor).....	5.00	pair
Steering wheel core.....	10.00	
Front hub with bearings...	15.00	
Windshield wiper motor.....	5.00	
Tail light assy, no glass or door.....	3.00	
Hub caps.....	5.00	each
Hood ornament, pitted.....	5.00	
Battery cover.....	7.50	
Blown transmission with good case.....	FREE	

Please add shipping to all items.

NORM PYNE (#091)  
100 East Valley View Way  
Woodland Hills, UTAH 84653  
801/423-1094

# PARTS FOR SALE

## PARTS FOR SALE:

37/38 Headlight Lens, \$40 pr.  
 37/80 Wheels, #5 ea.  
 37 AA2-Carb, \$100, 60/80 Ser.  
 37/38 New Vac. Adv. \$18 ea.  
 37/38 Inside Mirror, \$10 ea.  
 37/38 Gauges (No Temp) \$10 ea.  
 38 Speedometer, Nice \$35  
 38 Internal Guts, Headlights \$75  
 37 Trunk Lens, Red/White \$15 pr.  
 38 Radio Complete, Non Work, \$75  
 38 Steering Wheel Core \$50  
 37 Horn Ring & Center, \$50  
 38 Center Grill Stainless, Nice \$50  
 38 Special, Fuel Tank, Nice \$75  
 37/81 Fuel Tank, Nice, But Dents \$50  
 37/80 Complete Engine, Rebuildable.

37/38 Large Ser. Spark Plug Cover \$85  
 37/81 Complete Cowl \$100, No Ship.  
 37/81 Roof, \$100, No Ship.  
 8-37/81 Doors for Parts.  
 37/81 Door Posts, Nice, \$25 ea.

Above is just a sample of the parts available. Send S.A.S.E. with your needs for prompt reply.

Dave Lewis Restoration  
 3825 S. Second Street  
 Springfield, Ill. 62703  
 217-529-5290

I have a near mint 1938 Buick Owners Manual.  
 About the only thing not perfect is that someone did some  
 calculating on the inside back cover. I'd like about  
 \$40 for it or your best offer.

DALE G. NIEWOEHNER 213 SECOND AVENUE SOUTHWEST RUGBY, NORTH DAKOTA 58368 701-776-6222



# PARTS WANTED



## WANTED

1937 rear bumper guard.

Keith Moser (#516)  
 9398 Macduff Ct.  
 Roseville, CA 95678  
 916/791-7171

## WANTED

For 1938 66S:  
 Transmission  
 Gas tank  
 Left rear fender support  
 Also, for 1941-2 large  
 engine, exhaust manifolds  
 for compound carb setup.

LEO VELARDE (#574)  
 2231 Lynbrook Dr.  
 Pittsburg, CA 94565  
 415/427-5605

## PARTS WANTED: 37/38 Buicks;

38/41 Rust Free Body. Will buy Bare  
 Body or Complete car. Top Price Paid.  
 N.O.S Grills 37 or 38 Wanted.  
 N.O.S. Inside or Outside Door Handles.  
 Mint Trunk Hinges 37/80 series  
 N.O.S. Body or Trim Parts 37/38  
 N.O.S. Runningboard Antenna Wires.  
 N.O.S. Speedometers/Temp Gauges 37/38  
 N.O.S. or Mint Wiper Trans 37/38

I will buy any quantity of N.O.S or  
 Mint Parts for any series 37/38 Buick.  
 Mechanical/Body or Trim. Top Prices paid.  
 Send your list, with prices for prompt  
 reply and a check.

DAVE LEWIS RESTORATION, 3825 S. Second,  
 Springfield, Ill. 62703



# PARTS WANTED

## WANTED

For 1938 Special 4-door convertible:  
good to excellent condition only.  
Chrome wing nuts, left or right side  
  bracket on folding top.  
Gear lever white plastic knob.  
Battery hold-down bracket.  
Jack with base & handle  
Tool kit.  
Two hinge-type door mirrors.  
BUICK emblem for sidemount covers.

ABE GOLDBLATT (#535)  
111 Colony Drive  
Hampden, MA 01036  
413/566-5558

## WANTED:

Pair of good original vent window  
frames for '38 Special convertible  
coupe. Buy or trade.

JON LEE (#274)  
115 Bath Road  
Brunswick, ME 04011  
207/725-8288 days.

## WANTED:

For 1938 40-series convertible:  
Buick DeLuxe heater in good  
  working condition (top  
  dollar paid).  
Bass & treble radio knob.  
Inside sun visors (convert.)  
Rear center accessory bumper  
  guard.

TERRY TATUM (#037)  
P.O. Box 14758  
Oklahoma City, OK 73113  
405/722-7903

## WANTED:

For 1938 Special convertible:  
One pair Special sidemount  
  fenders with covers & hdwr.  
  good condition.  
Mint or NOS nose strip.  
Dealer upholstery book.

PAUL CUSANO (#052)  
266 Passaic Avenue  
Hasbrouck Heights, NJ 07604  
201/288-1519, evenings.

## WANTED

For 1937 Special, need  
headlight reflector units.

BILL CARY (#475)  
1104 Clinton St.  
Rome, NY 13440  
315/336-7523

## WANTED

For 1937 model 80C,  
Roadmaster Phaeton:  
Good left grille section  
Good tail light lenses  
Rear window frame for conv.  
  top, or pattern  
Trunk hinges  
Trunk handle & latch assy.  
Trunk lid  
Front & rear bumpers  
NOS gas cap  
Robe cord  
BUICK emblem for sidemount  
  covers

JOHN E. MOORE (#264)  
12150 East Fifth St.  
Tucson, AZ 85748  
602/298-2715

## WANTED

For 1938 60 series 4-door sedan,  
need window garnish molding for  
left front door.

PAUL B. CULP (#508)  
RR # 2, Box 411  
Perkasie, PA 18944  
215/249-3166 (home)  
215/249-9163 (ofc)

## DAVE LEWIS RESTORATION

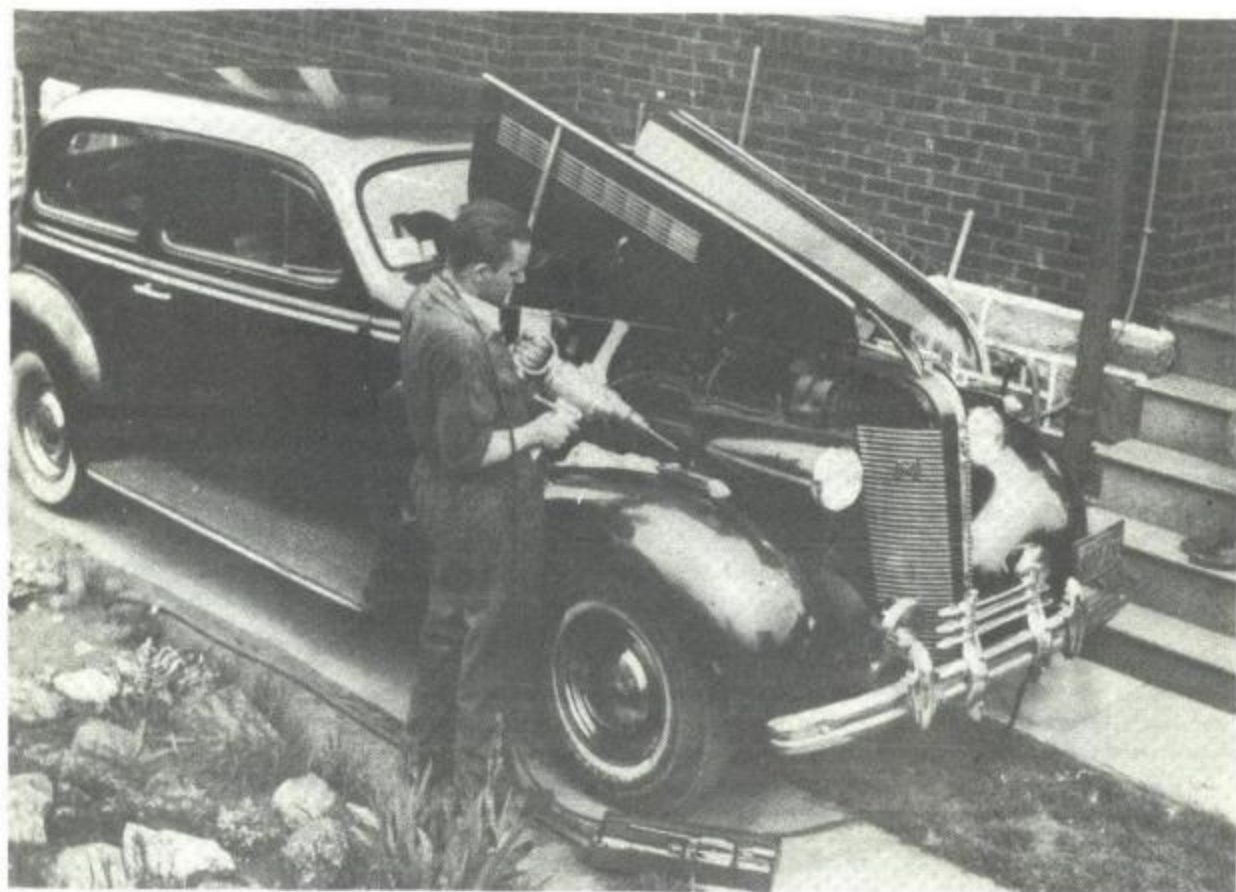


3825 South Second Street, Springfield, Illinois 62703

?

# Mystery Car

?



Here's another Mystery Car. The "Doctor of Motors" about to drill two heater pipe holes through his firewall is not a member of this Club, although he is related to a member, and the scene is not recent. In fact, the photo was taken in 1944. The car still exists. There is a clue to the Mystery in this issue. (Incidentally, a few people correctly identified last month's Mystery Car as Your Editor's. The clue was the Ohio 1937 license plate "849-V" which appeared in Technical Tips of Volume IV, No. 1. The arm belongs to my 18-year-old son Peter.)





